2011 LRG
Action Items Brief

Mobile Facilities Program Office
Dennis Robbins
MFP Logistics Manager

http://www.navair.navy.mil/mobilefacilities

AI Agenda

- Closed AIs
- Open AIs
- Cover:
  - AI Number
  - Date Submitted
  - Submitted By
  - Problem
  - Action Agency
  - Status/ Action

AI Protocol

- AI Action Agency will address immediate questions
- AI discussion is encouraged but will be time limited
- Generate Side Bar request for in-depth AI

Closed AIs

AI # Opened

- 5-41 (03/06)
- 6-49 (04/08)
- 1-124 (05/08)
- 5-56 (04/09)
- 1-126 (04/10)
- 2-195 (04/10)
- 2-196 (04/10)
- 2-200 (04/10)
- 2-205 (04/10)
- 2-206 (04/10)
- 5-58 (04/10)
- 5-59 (04/10)
- 5-61 (04/10)
- 2-209 (06/10)
- 2-210 (06/10)
- 2-211 (06/10)
- 6-56 (06/10)
- 2011-101 (03/11)
- 2011-111 (03/11)
- 2011-113 (03/11)
- 2011-123 (05/11)

AI# 5-41 (CLOSED)

- Date Submitted: 03/27/06
- Submitted By: MALS-24
- Problem: There is no MRC Deck or Load Testing criteria for the Complexing/ De-complexing Tool (CDTs).
- Action Agency: NAWCADLKE
- Status - Closed
  - 08/03/10 – MRCs Developed and Loaded

  - We're not done with this one yet…we'll see issue again.

AI# 6-49 (CLOSED)

- Date Submitted: 04/14/08
- Submitted By: MALS-31
- Problem: The jacking beams which are utilized in the lower ISO corners to allow an MF to be lifted by floor jacks has the potential to slip off the jack during lifting.
- Action Agency: NAWCADLKE
- Status - Closed
  - 04/18/11 – Norfolk tested and had no problems with proper usage, but if the jack is moved there is a chance the jack can slip off the adapter. The ISO Jack Adapter has a .25 high x 8.00 long x 1.00 wide bar that is intended to sit between the "castles" on the jack to prevent slippage between the ISO Jack Adapter and the jack when using as intended.

AI# 1-124 (CLOSED)

- Date Submitted: 05/18/09
- Submitted By: MALS-24
- Problem: ECU Thermostat placement
- Action Agency: NI Engineering
- Status - Closed
- 04/14/11 – AI closed by NI Engineering's recommendation. RTCASS maintainers must manipulate the vanes of the ECU register to direct the flow of the cold air towards the air inlet of the RTCASS. This will prevent the cold air from bouncing back towards the thermostat causing the ECU to cycle on and off more often.

AI# 5-56 (CLOSED)

- Date Submitted: 04/15/09
- Submitted By: COMMARFORPAC
- Problem: Cubic ft and tare vary between SEB 885 and AG-360MF-IIN-000.
- Action Agency: NAWCADLKE
- Status - Closed
  - 05/03/11 – Information clarifying weights and volumes should be incorporated in the -177 update. IRAC clarifying this information is required for the AG-360MF-IIN-000. Correction of marking on the MF is not required. SEB 885 added the marking, the weight of the basic shell (no ECU's, lights or other equipment installed) and added marking the interior cubic volume on the MF as required. SEB 885 Completed

AI# 1-126 (CLOSED)

- Date Submitted: 04/13/10
- Submitted By: MALS-39
- Problem: The LA-01, because of the change in charger used (from the 2400A2 to the MSD-970-1) has a lot of wasted room within the cabinets.
- Action Agency: NI Engineering
- Status - Closed
- 04/29/11 – The recommendations cited in this action item have been incorporated into the new LA-02, Sealed Lead-Acid Battery MF design.

The drawings for the LA-02 were completed in March 2011 with the LA-02 configuration replacing the existing LA-01.

AI# 2-195 (CLOSED)

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW ALD-IT
- Problem: The ALIMS Department does not have a department or any work center listings on the Mobile Facility (MF) TBA allowance.
- Action Agency: ASL-36
- Status - Closed
- 02/22/11 – Created AIS/AIS Div/BR

AI# 2-196 (CLOSED)

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW ALD-IT
- Problem: The ALIMS Department TBA allowances for MFs on the CCSPXX/ HMXXXX under S00 DPD, and 600 AIS, that ALIMS still require update.
- Action Agency: ASL-36
- Status - Closed
- 02/22/11 – Created AIS/AIS Div/BR. Assigned Configurations to created Div/BR. Action Complete.

AI# 2-200 (CLOSED)

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW
- Problem: The ALIMS department TBA allowances for MFs do not support the requirements placed on ALIMS to support and repair AVLOGIT requirements.
- Action Agency: ASL-36
- Status - Closed
- 04/22/11 – ASL Closed as duplicate AI -- 2-199 is open

AI# 2-205 (CLOSED)

- Date Submitted: 04/10/10
- Submitted By: 2nd MAW
- Problem: MF TBA is currently in a document format. Need to have MF TBA in a Microsoft Excel or Access format and within MFTool so units can easily manipulate the data as required for reporting.
- Action Agency: MFPO
- Status - Closed
- 04/22/11 – MF TBA will not be provided to Fleet in Excel nor Access format (per ASL).

AI# 2-206 (CLOSED)

- Date Submitted: 04/10/10
- Submitted By: 2nd MAW
- Problem: MFTool does not allow the Units or Wing the ability to assign MFs to various CSPs within their command IAW MCO 13670.1 Pg 9 Par 4.b
- Action Agency: MFPO/ASL
- Status - Closed
- 04/22/11 – Closed by ASL-34. Assets are assigned IAW TBA by the Mobile Facility Program.

- We’re not done with this one yet either…2011 AI generated

AI# 5-58 (CLOSED)

- Date Submitted: 04/16/10
- Submitted By: MALS-11
- Problem: NAVAIR 19-600-152-6-2 is not written in a logical order. On cards 9 and 9.1 of the 364 day PM, TECs GMJ7, GMJH, GMJU, GMJV, GMNB are annotated on the top of the card. These MFs are "double wide" configurations and the requirements on these cards are specifically for them. Cards 10 and 10.1 of the 364 day, which do not have any TEC code listed on top and therefore apply to all Mobile Facilities, address a corrosion check and any subsequent damage to the MF.
- Action Agency: NAWCADLKE
- Status - Closed
  - 05/03/11 – Corrosion and Damage Check is in the MRC Deck update (182 days), revision dated 8/1/10

AI# 5-59 (CLOSED)

- Date Submitted: 04/13/10
- Submitted By: MALS-39
- Problem: The configurations on the MF website do not always match what is in the Configuration Manual AG-360MF-CCD-000.
- Action Agency: MFPO
- Status - Closed
  - 05/17/11 – 1) For clarity, the MFP Website is our public facing site, actual configuration drawings will not be posted on the MFP Website due to public access. Drawings posted on MF Website are for information purposes only, not intended for or to be used as fleet 'reference' documents.

    2) The AG-360MF-CCD-000 Configuration Manual is a living document which is pending update following current review cycle. The Configuration Manual remains the reference document for fleet use, not MF Website.

AI# 5-61 (CLOSED)

- Date Submitted: 04/14/10
- Submitted By: MARFORPAC
- Problem: Emergency release thumbscrew functional check in NAVAIR 19-600-152-6-2
- Action Agency: NAWCADLKE
- Status - Closed
  - 05/03/11 – Emergency Release Thumbscrew Functional Check is on Card two (2) of NAVAIR 19-600-152-6-2 (8/1/2010). Change uploaded to NATEC.

AI# 2-209 (CLOSED)

- Date Submitted: 06/15/10
- Submitted By: MARFORPAC
- Problem: CSC search function of MFTool does not pull up the PW-BXs
- Action Agency: MFPO
- Status - Closed
- 06/15/10 – Corrected.

AI# 2-210 (CLOSED)

- Date Submitted: 06/15/10
- Submitted By: MACS-1
- Problem: Look into the possibility of TBA allowance to allow the ATC Detachments to rate an FS-01 Hazmat/Flam van.
- Action Agency: ASL
- Status - Closed
- 04/22/11 – ATC needs to submit a TBA request during TBA review @ 2011 MF LRG. Action Item is closed.

AI# 2-211 (CLOSED)

- Date Submitted: 06/15/10
- Submitted By: MACS-1
- Problem: Weather will be moved and will fall under the MACS ATC detachment.
- Action Agency: ASL
- Status - Closed
- 04/22/11 – Approved. Allowances will be moved.

AI# 6-56 (CLOSED)

- Date Submitted: 06/16/10
- Submitted By: MALS-31
- Problem: ECU-130 usage vice MMG-1A or like item.
- Action Agency: MFPO
- Status - Closed
  - 07/13/10 – Transmitter(s) pulling 40 amps per phase will essentially take both the ECU-108 and ECU-130 out of the running as a potential source from an INU-MF. If the transmitter is drawing 40A at single phase, the load would be approx 8kVA. But if the transmitter is 3-phase, the draw will be greater than what the 3-phase ECU-130 can produce. FRC(SW) concurs with the analysis that neither the ECU-108 nor ECU-130 can support 3 MF legs with this type of load.

AI# 2011-101 (CLOSED)

- Date Submitted: 03/21/11
- Submitted By: MALS-24/ Cpl Matthew Costello
- Problem: There is a lack of storage for the ECU shoring kits and Mobile facility shipping parts (ie. D-rings, Straps). Parts laid out can be considered FOD hazards in Maintenance Facilities.
- Action Agency: MFPO
- Status - Closed
  - 05/17/11 – Locally develop a plan to manage inventory equipment. Small Unit Leadership!

AI# 2011-111 (CLOSED)

- Date Submitted: 03/28/11
- Submitted By: 2nd MAW
- Problem: While working in the inventory screen and especially while working on large inventories as you scroll to the bottom of the page, to view the next page or previous page you have to scroll back to the top of the page to select the "Next or Previous" buttons.
- Action Agency: MFPO
- Status - Closed
  - 05/17/11 – Buttons added as requested, action complete

AI# 2011-113 (CLOSED)

- Date Submitted: 03/21/11
- Submitted By: MALS-24, K-Bay P-3/ Cpl Matt Costello
- Problem: Add a step into the 364 day inspection in MRC deck (NA19-600-152-6-2), requiring a joint inventory inspection of configuration to ensure major related equipment is being accounted for by work center supervisors and MFC.
- Action Agency: MFPO
- Status: Closed
  - 06/06/11 - Maintaining MF configuration integrity is the responsibility of the local MALS leadership. Each MF LIR contains applicable equipment inventory as constant WC Supervisor/ MFC reference. This office does not deem necessary the development of a recurring inspection requirement. Concur, no update to 364 Day

AI# 2011-123 (CLOSED)

- Date Submitted: 05/12/11
- Submitted By: MALS-14/ 620, GySgt Wright
- Problem: Install NEMA L6-30R receptacles in addition to NEMA 5-20R receptacles at each charging station when configuring the LA-02 (MSD970-1 and MSD970-2 battery charger cables).
- Action Agency: MFPO
- Status - Closed
  - 05/12/11 – The LA-02 design drawings (completed 03/21/11) already incorporate this action request into the MF. Drawing number MFLA020190-1 shows this item as find item number 19. This is closing action for this AI.

OPEN ACTION ITEMS

Open AIs From Previous Years

AI # Opened

- 5-44 (04/08)
- 1-120 (04/08)
- 1-127 (04/10)
- 1-128 (04/10)
- 1-129 (04/10)
- 2-197 (04/10)
- 2-199 (04/10)
- 2-201 (04/10)
- 2-202 (04/10)
- 2-203 (04/10)
- 2-204 (04/10)
- 2-207 (04/10)
- 2-208 (04/10)
- 3-94 (04/10)
- 5-60 (06/10)
- 5-62 (04/10)
- 6-55 (04/10)

AI# 5-44

- Date Submitted: 04/18/08
- Submitted By: MARFORCOM
- Problem: MF Grounding. Numerous references are made in AG-360MF-IIN-000 concerning the grounding of individual MFs in a complex. The G/N separation efforts that were undertaken several years ago were supposed to eliminate the need for each MF in a complex to be grounded individually.
- Action Agency: NI Engineering
- Status: 05/01/10 – The G-N separation effort is still in progress. General Dynamics is continuing to provide support to ensure all MFs are G-N separated at all MALS. Once all MF sites are completed, the manual change to reduce MF ground connections will be issued and a list of which configurations are still required to be directly grounded will also be issued.

AI# 1-120

- Date Submitted: 04/21/08
- Submitted By: MF IPT
- Problem: MF Program Office would like to replace Lonseal with non-skid, Line-X, Tuff Liner or Rhino Lining. Lonseal tears, stains, is extremely slick and difficult to remove and replace at MF Configuration Sites.
- Action Agency: NAWCADLKE
- Status: 05/03/11 – Initial testing did not yield valid results. Schedule / plan for study continuation not yet provided by LKE materials engineering. A contractor has been retained to continue working the study. Estimate start time of July 2011 w/ coordination of MF availability with MFPO to use for study. Suggest positioning an MF at the TAVB and one at an active

AI# 1-127

- Date Submitted: 04/13/10
- Submitted By: MALS-39
- Problem: The NBC-1 was the battery charger that the NB-03 was designed for. The new battery charger that is used now, MSD-970-1, has created dead space within the charging cabinets. With the new battery charger, MSD-970-1 comes an extra draw on the power.
- Action Agency: NI Engineering
- Status: 04/29/11 – The current NB-03 Ni-Cad battery MF configuration is undergoing a design review.

The changes generated by new Ni-Cad battery MF design will replace NB-03 configuration.

AI# 1-128

- Date Submitted: 04/21/10
- Submitted By: MALS-14
- Problem: Power fluctuations from the MF power source causes degradation of the sensitive electronic components of the (GCUTS). This degradation results in extended test set down time due to frequent component failure.
- Action Agency: NI Engineering
- Status: 04/29/11 – The electrical modification drawing, MFGC010160, has been issued to install ceiling receptacles for the line conditioners. MFPO working with PMAs (257 & 260) to initiate final fix.

AI# 1-129

- Date Submitted: 04/25/10
- Submitted By: MALS-16
- Problem: The GM-02 does not provide a means for safely placing A/C gun system into the MMF in a way that is both safe for personnel, minimizes risk of damage to gun system, and the MMF van doorway itself upon entry and exit from the van.
- Action Agency: NI Engineering
- Status: 04/29/11 – The recommended changes to this configuration involve significant changes to the rail/hoist and also requires review of the need to provide a wider door opening to move the gun assembly into the MF. At this time, a MALS site visit to view these GM-02 issues is planned for May 2011. Due to the significant changes this action item

AI# 1-129 Continued

- Date Submitted: 04/25/10
- Submitted By: MALS-16
- Action Agency: NI Engineering
- Status: 06/15/11 – MALS-16 visit complete with info on F-18 guns system captured. Still need to get a visual on AV8-B Gun as diagrams/ drawings are inconclusive. Trip to Yuma (MALS-13) tentatively planned for July, after LRG. Information reviewed to date is inconclusive as to whether an extendable rail/hoist can be added.

AI# 2-197

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW
- Problem: The ALIMS department TBA… The DP-04s do not meet today's requirements. …designed around the requirement to provide hanging storage of large 9-track magnetic media tape saves for the legacy Honeywell systems supporting NALCOMIS and SUADPS.
- Action Agency: ASL
- Status: 05/12/11 – ASL-34 and ASL-36 have reviewed. Concur with request.
    - 05/17/11 – MFPO: Action requires TBA change for MFP to go forward.

AI# 2-199

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW
- Problem: The ALIMS department TBA… The CA-01s do not meet today's requirements. …the customer support division rates two CA-01s. These MFs only provide support for two ALIMS technicians to work on equipment at a time.
- Action Agency: ASL
- Status: 05/12/11 – ASL-34 and ASL-36 have reviewed. Concur with request.
    - 05/17/11 – MFPO: Action requires TBA change for MFP to go forward.

AI# 2-201

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW
- Problem: The ALIMS department TBA… …there is not enough environmentally controlled storage space for networking switches, spare servers, computers, laptops and printers in the maintenance cycle.
- Action Agency: ASL
- Status: 05/12/11 – ASL-34 and ASL-36 have reviewed. Concur with request.
    - 05/17/11 – MFPO: Action requires TBA change for MFP to go forward.

AI# 2-202

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW
- Problem: The ALIMS department TBA… Current configurations do meet today's requirements for use by the Department Chief, Admin NCO or the ALIMS Quality Assurance Manager or storage of required documentation and publications.
- Action Agency: ASL
- Status: 05/12/11 – ASL-34 and ASL-36 have reviewed. Concur with request.
    - 05/17/11 – MFPO: Action requires TBA change for MFP to go forward.

AI# 2-203

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW
- Problem: The ALIMS department TBA... Specifically, there are no INUs identified to support connecting (complexing) of ALIMS MFs.
- Action Agency: ASL
- Status: 05/12/11 – ASL-34 and ASL-36 have reviewed. Concur with request. With the ALIMS MMF requirements identified and the requirement for those MMFs to connect to an INU JU-01. Is there a requirement for ALIMS to request JU-01 (INU).
    - 05/17/11 – MFPO: Action requires TBA change for MFP to go forward.

AI# 2-204

- Date Submitted: 04/14/10
- Submitted By: 3rd MAW
- Problem: The ALIMS department TBA… There is no MF configuration to support emerging systems and servers that ALIMS is required to maintain.
- Action Agency: ASL
- Status: 05/12/11 – ASL-34 and ASL-36 have reviewed. Concur with modification to request. Recommend DP-18 configuration with out components. ASL does not support the creation of a new MMF.
  - 05/17/11 – MFPO: Action requires TBA change for MFP to go forward.

AI# 2-207

- Date Submitted: 04/09/10
- Submitted By: 3rd MAW/ MSgt Eric Carter
- Problem: Airframes does not have a proper MF for doing clean room work with composites when doing "layup", laying one composite material on top of another composite material to build it up.
- Action Agency: ASL
- Status: 05/17/10 – 500 division needs to specify requirement.
    - 03/21/11 – New AI generated by MALS-24, AI # 2011-103

AI# 2-208

- Date Submitted: 06/15/10
- Submitted By: 1st MAW
- Problem: Currently the Wings, MARFORs and Program Office use MFTool to identify items that need attention by the MALS and use that data to create emails that direct action to be taken or request information. Improvements to MFTool could expand its capability and usability by all. Build a function into MFTool to allow Wings, MARFORs and the PO to flag items that need attention by the MALS.
- Action Agency: ASL/MFPO
- Status: 05/17/11 - The Program Office is in the process of the design/ development of a common MFTool database, to be located within the NMCI 'bubble'. Applicable open AIs will be reviewed, and based on requirement, considered for incorporation in this new effort. All MFTool AIs will remain open until completion and fielding of the new database to

AI# 3-94

- Date Submitted: 04/16/10
- Submitted By: SSgt Jones
- Problem: Serialized Hoist, Slings and I beam trolley installations in multiple avionic bench MF's, require inspections and preventive maintenance within prescribed intervals. The issue comes to when and what interval, and the proper procedures and guidelines that need to be taken to ensure safety of personnel and integrity of the equipment.
- Action Agency: NAWCADLKE
- Status: 05/04/11 – MF IPT working to resolve issue

AI# 5-60

- Date Submitted: 06/15/10
- Submitted By: MALS-16
- Problem: The A/E32C-45 ECU PM requirement is on a 91 day and 365 day inspection cycle. The PM cycles in NALCOMIS has to be periodically rebased because the dates will not match up.
- Action Agency: NAWCADLKE
- Status: 05/03/11 – IPT working on an IRAC to direct the change to 364 days.

AI# 5-62

- Date Submitted: 04/30/10
- Submitted By: MALS-14/ GySgt Gipson
- Problem: LPH200D35584 AVTRON Publication.

Avtron publication does not provide sufficient troubleshooting procedures or parts labeling.

- Action Agency: NAWCADLKE
- Status: 05/03/11 – The manual and available source data needs to be reviewed to determine if an "in-house" effort is doable to make the changes requested. Action includes scope out the effort required and determination if current funding is sufficient to support this effort.
    - MFPO question – Do we not have this information in a publication in our inventory?

AI# 6-55

- Date Submitted: 04/30/10
- Submitted By: MALS-14/ GySgt Gipson
- Problem: LPH200D35584 (AVTRON). While running 100kw and 200kw TQGs at 80% to 100% load, the load bank overheats and completely shuts down.
- Action Agency: NAWCADLKE
- Status: 05/03/11 – There has been no suggestion given back from AVTRON. IPT is following up.
    - Is this something that the entire fleet has issues with or just this MALS?

2011 Open AIs

AI #	Opened
2011-100	(04/11)
2011-102	(03/11)
2011-103	(03/11)
2011-104	(04/11)
2011-105	(04/11)
2011-106	(04/11)
2011-107	(04/11)
2011-108	(03/10)
2011-109	(03/11)
2011-110	(05/11)
2011-112	(03/11)
2011-114	(04/11)
2011-115	(04/11)
2011-116	(04/11)
2011-117	(04/11)
2011-118	(04/11)
2011-119	(04/11)
2011-120	(05/11)
2011-121	(05/11)
2011-122	(05/11)

AI# 2011-100

- Date Submitted: 04/26/11
- Submitted By: ASL-34/ MGySgt McCutcheon
- Problem: Throughout the fleet, Avionics Officers/Chiefs are utilizing legacy (DECONFIGURED) MFs as their offices. Such use is not incompliance with NAVAIR 13670.1. Also creates errors in MALS on hand configuration inventories.
- Action Agency: ASL
- Status: 06/14/11 – This was initiated by ASL and is for discussion purposes. Too many waiver requests are coming in asking for ability to retain surveyed MFs for class rooms and offices. It's time to make this a requirement vice an ADHOC project.

AI# 2011-102

- Date Submitted: 03/21/11
- Submitted By: MALS-24, K-Bay P-3/ Cpl Matt Costello
- Problem: RS-01 is utilized to test APS-115 Radar, ASA-66 and ALR-66. These test sets are combined into one single wide Mobile Facility. To run the APS-115 Radar, the antenna stand has to be dragged into the center of the walk-way to keep the antenna dish from hitting the van wall as the rotating antenna dish extends approximately one foot past the stand on two sides. When the test stand is in use it blocks one exit but also limits the access to the APS-115 antenna Position Programmer (APP). While trouble shooting, the antenna dish comes within inches of the shop personnel causing a safety hazard.
- Action Agency: CNAF/ MFPO
- Status:

AI# 2011-103

- Date Submitted: 03/21/11
- Submitted By: MALS-24, Cpl Matt Costello
- Problem: The CS-02A and CS-03B do not meet the facility requirements for composite material repair. NAVAIR 01-1A-21 Section IX outlines the facility requirements.
- Action Agency: ASL-33
- Status: 03/21/11 - Repeat of AI # 2-207, citing references

AI# 2011-104

- Date Submitted: 04/21/11
- Submitted By: MALS-11 MFC / GySgt D.A. Porter
- Problem: MALS-11 GSE states that they no longer require their Lead Acid Battery Mobile Facility LA-01 to charge their batteries for the 900 Support Equipment Division in CONUS and while deployed.
- Action Agency: ASL
- Status: 06/14/11 – There remains one SLAB within the GSE that has a deployment requirement. I recommend developing COAs to have 600 support this single SLAB with chargers provided by 900.

AI# 2011-105

- Date Submitted: 04/21/11
- Submitted By: MALS-11 MFC / GySgt D.A. Porter
- Problem: Storage for RFI Pool ECM/ASE Supply Officer Assets and Wing Officer Assets not installed on aircraft.
- Action Agency: ASL-31/34
- Status: 06/14/11 – If the MARFORs validate this requirement we can make this happen.

AI# 2011-106

- Date Submitted: 04/21/11
- Submitted By: MALS-16
- Problem: IMRL requires large amounts of space in order to properly inventory the plethora of equipment that flows through their work center. Many times the equipment will come with many small parts that need to be thoroughly inventoried and assessed.
- Action Agency: ASL-31
- Status: 06/14/11 – If the MARFORs validate this requirement we can make this happen.

AI# 2011-107

- Date Submitted: 04/21/11
- Submitted By: MALS-16
- Problem: Inventories in each LIR vary greatly. Some inventories go into great depth, listing every item while others are extremely vague, listing only major components in the MF.
- Action Agency: MFPO
- Status: 05/17/11 – PO in work on standardization of LIR process for MFCS‘. Like configuration inventories should mirror between sites. LIRs will be posted to MyNAVAIR when completed by configuration site (not attached to CCD manual).

AI# 2011-108

- Date Submitted: 03/21/11
- Submitted By: MALS-24, K-Bay P-3/ Cpl Matt Costello
- Problem: Navy Kaneohe Bay (P-3) TBA does not have a support mobile facility for the Oxygen system components test stand/ part number 62-A-116-E-1. At this time they are utilizing the RR-02, which was designed to support this asset and is being removed from the MALS 24 Marine proposed TBA.
- Action Agency: CNAF/ MFPO
- Status:

AI# 2011-109

- Date Submitted: 03/21/11
- Submitted By: MALS-24, K-Bay P-3/ Cpl Matt Costello
- Problem: The P-3 WSPD, does not require ancillary equipment to support its assets. Currently all Mobile Facilities that MALS 24 supports through the WSPD will utilize ancillary equipment assigned to the Marine TBA.
- Action Agency: CNAF/ MFPO
- Status:

AI# 2011-110

- Date Submitted: 05/03/11
- Submitted By: 2nd MAW/ MSgt Boyd
- Problem: While working in MF Tool Main screen, you are able to select the desired unit in the left panel and working within the "Inventory" cell you can select various actions you need to perform. Once you press the "Inventory" button you'll be directed to the Inventory Screen. This Screen will show you the current On-hand inventory of a particular Configuration Code but does not show the total TBA allowance rated by that Unit.
- Action Agency: MFPO
- Status: 05/17/11 - The Program Office is in the process of design/ development of a common MFTool database for fleet and MFPO use to be located within the NMCI 'bubble'. Open AIs will be reviewed, and based on requirement; will be considered for this new effort. All MFTool AIs will remain open until completion and fielding of the new database to prevent

AI# 2011-112

- Date Submitted: 03/08/11
- Submitted By: MARFORCOM
- Problem: AG-360MF-IIN-00 provides information for MF site planning and complexing along with formulas for power calculations and electrical load analysis which are completed using the stubby pencil and calculator method. Opportunity exists to modernize the current methodology by providing an automated application that the fleet can use when required to stand up a complex/multiple complexes in an expeditionary environment.
- Action Agency: MFPO/NAWCAD LKE/ NI Eng.
- Status: 05/04/11 – Accepted

AI# 2011-114

- Date Submitted: 04/28/11
- Submitted By: MALS-16
- Problem: The NA 19-600-141-6-1 "APPLICATION" section states "Preoperational Checklist maintenance requirements shall be accomplished after initial installation and prior to each use." "Prior to each use" is unclear verbiage that is often interpreted as 'daily' by inspecting officials…
- Action Agency: NAWCADLKE
- Status:

AI# 2011-115

- Date Submitted: 04/28/11
- Submitted By: MALS-16
- Problem: In the 19-600-152-6-1, the APPLICATION section reads "Preoperational checklist maintenance requirements shall be accomplished prior to each use. Although this wording provides clarity as compared to the ECU Preoperational Checklists, the existence of the 19-600-152-6-1 creates a requirement for a /52 pre-op card to be maintained on each MF, adding no value to the Mobile Facility Program.
- Action Agency: NAWCADLKE
- Status:

AI# 2011-116

- Date Submitted: 04/28/11
- Submitted By: MALS-16
- Problem: As of 1 August 2010, NA 19-600-152-6-2 has a new requirement for a 30-day PM on MFs to test the emergency ballasts, standalone lights, and GFI circuit breaker. This creates an additional workload of several hundred PMs per month. Additionally, there are now four PMs in every 91 day period (30, 30, 30 & 91) as the 30 and 91 day PMs will not sync up.
- Action Agency: NAWCADLKE
- Status:

AI# 2011-117

- Date Submitted: 04/28/11
- Submitted By: MALS-16
- Problem: On card 13 of NA 19-600-152-6-2, items 1c and 2b state to test emergency lighting for 90 minutes by depressing the emergency lighting switch. In more cases than not, the emergency lighting test switch is a momentary switch, not capable of staying in the 'ON' position for 90 minutes unless physically held in the 'ON' position by a Marine for 90 minutes…
- Action Agency: NAWCADLKE
- Status: 6/13/11 – NFPA 101 Life Safety Code (paragraph 7.9.2.1) requires the 90 minute illumination from the emergency light, stating: "Emergency illumination shall be provided for not less than 1 & 1/2 hours in the event of failure of normal lighting. Testing requirement intervals are: 30 days for minimum 30 seconds and the annual

AI# 2011-118

- Date Submitted: 04/28/11
- Submitted By: MALS-16
- Problem: In the NA 19-600-152-6-2, cards 10-10.5 introduce a new 182-day PM requirement for the CDTs. NA 19-600-152-6-2 is the MRC deck listing PM requirements for Mobile Facilities. Two separate pieces of support equipment cannot utilize the same MRC deck.
- Action Agency: NAWCADLKE
- Status:

AI# 2011-119

- Date Submitted: 04/18/11
- Submitted By: MALS-11 MFC / GySgt D.A. Porter
- Problem: MALS-11 W/C 990 does not have a 25K forklift with extended forks. MALS-11 W/C 990 has daily mobile facility requirements that require a 25K forklift with extended forks. This forklift would be used for all MAG-11 mobile facilities aboard MCAS Miramar.
- Action Agency: ASL-34
- Status: 06/14/11 – Still researching options on way ahead with this. Obviously HQMC cannot buy forklifts.

AI# 2011-120

- Date Submitted: 05/12/11
- Submitted By: MALS-14/ GySgt Gibson
- Problem: MALS-14 requisitions for old light ballast P/N 6G1020AG90 (reference NA19-25-177 WP 007 Pg 55 It#8A) continue to get cancelled. Upon research, MALS 14 Supply shows these ballasts are no longer procurable.
- Action Agency: NAWCADLKE
- Status:

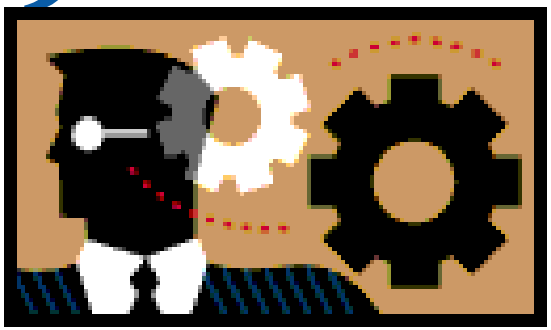
AI# 2011-121

- Date Submitted: 05/12/11
- Submitted By: MALS-14/ AF Div
- Problem: MF TB-02 is currently only fielded for sites that support the MV-22 aircraft. Computer Controlled Tube Bender installed in MF only has tooling for manufacturing Titanium Tube Assemblies. Allowance at MALS-14 is for the TB-01 MF. The TB-01 has a Table Top Tube Bender that is limited in supporting forward deployed MAG-14 aircraft due to bend radius and size restrictions….
- Action Agency: ASL-33
- Status: 06/13/11 – New TB-03/04 is in early design stage, will replace TB-01 given by-off and go ahead by ASL.

AI# 2011-122

- Date Submitted: 05/05/11
- Submitted By: 2nd MAW
- Problem: MF Tool does not allow the Units or Wing the ability to assign MFs to various CSPs within their command IAW MCO 13670.1 pg 9 par 4.b. (Submitted in Mar 2010 originally, AI # 2-206)
- Action Agency: ASL-33
- Status: 06/17/11 – Currently the MFP assigns the assets to a CSP according to the TBA. What the fleet is asking is much larger than they realize. Inaccuracies would only increase by having the fleet take this on. I have held some conversations concerning this and I have set in motion a means by which to validate this requirement. Unfortunately revealing this effort would alter it's results. I will release all information once I have

Questions?



If further discussion on any AI is required, please generate and forward a “Side Bar” request.

Ladies & Gentlemen…

This was the last brief of the day
…and

My watch says…

It's

!